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s at all first-class nows stands

HON. JOHN M'GILLEN.

Mr. McGillen was born in Chicago in November, 1861. His business is that of builder, being a member of the firm of Agnew & Co., who were the constructors of the Manufactures Build-

ing at the World's Fair. In 1889 Mr. McGillen was elected to the City Council and served six years in that body, being elected for three successive terms. His nomination now is a recognition of his past services, and his election, which seems assured, will return to the Council one of the ablest members it ever had.

He is again a candidate for the office e honored.

As for the policies he will advocate in the Council, speaking for himself, Mr. McGillen says:

its franchises. If elected to the Council, I, for one, should demand that the street car companies pay a just amount for every franchise extended or granted. The city should be fully paid for the privileges it transfers to corporations that are supposed to profit thereby. More than this, I believe the money received therefrom should be given to that section of the city where the railway in question operates, the money so received to be expended in improvements on streets, electric lighting, cleaning and general repairs, etc. Such is the case with the ordinance passed April 30, 1804, giving the North Chicago Street Railway Company the right to operate certain trolley lines on the North 8ide. By that ordinance the company assumed a debt of \$31,000, which was against the city in the form of damages. Besides, the company agreed to pay to the city for the first year \$10,000, for the second \$15,000, for the third \$20,000, for the fourth \$25,000, and \$25,000 for each succeeding year thereafter. This sum was to be used in developing the electric light system in the district where the lines operated. I did what was in my power to secure the passage of that ordinance and do not regret it. The company, I am informed, has complied with the terms of the contract, although this district has not received any direct benefit from the money so collected. As to the fiftyyear clause in franchises I cannot commit myself irrevocably to any opinion. It is a long period and new conditions may arise which we cannot now fore see. What I can say is this: 1 am in favor of making such terms with the street railway companies as will be to the city's best advantage. I can see that in many cases the companies would

THE APRIL COSMOPOLITAN.

ompensation.

be willing to pay more for a thirty-year

am in favor of looking after the city's

franchise than for a twenty-year grant.

The Cosmopolitan for April has undred illustrations and a very attractive table of contents. Speaker homas B. Reed contributes the most noteworthy article, entitled "The Conquest of Fear." The article is a study of the times, conditions and circumstances through which aboriginal man passed from the animal fear of the elements to the mastery of steam and of the lightning of this nineteenth century. A reproduction of a late photograph of the Speaker accompanies the article. Other attractions of the number are "Mine Salting." by Charles M. Dodson; "Successful Tea Growing in America," by La Fayette I. Parks; "With the Japanese Court at New Year's," by Florence B. Hayes; "The Blanche Gray Hunt; "The Romance Theodore Korner," by E. H. Nason; "Studies of Our Government," by John Brisben Walker: "The Harp," by Theodore Dreiser; "The Flight of the Carrier Pigeon," by William J. Lautz; "A creole Courtship," by Wingrove Bathon; "Man-Hunting in India," by Charles Johnston; "Danny Nowlau's Experiment in Goats," by Gerald Brenan, and "The Deliberation of Mr. Dunkin," by Paul Laurence Dunbar.

SCRIBNER'S FOR APRIL.

The April Scribner's is a spring number, with a beautiful cover in eight colors—one of four prize designs by Albert Herter, which are to be used on pecial numbers this year.

Each number of Scribner's for 1809 has marked the beginning of a new feature. In January Senator Lodge's 'Story of the Revolution" and Page's "Red Rock" began; in February, Captain Mahan's first paper on naval episodes of the Revolution; in March, Mr. Wyckoff's new series of his experiences among "The Workers;" and in the current issue for April, the feature is the first part of Richard Harding Davis' short serial, "The King's Jackal." This is the dramatic tale of an exiled king. and the action takes place at Tangier in the space of thirty-six hours. It contains some very good comedy cenes, and the characters are of that osmopolitan eleverness that Mr. Davis delights to depict. A beautiful American heiress is the heroine, and a newspaper correspondent is the real hero. Mr. Gibson will make a full-page drawing for each of the four parts of the

THE WOMAN'S HOME COMPANION FOR APRIL.

The Easter number of the Woman's Home Companion is a model in its way. It is profusely illustrated, and is filled Dean, Bond, Marder, Wanzer, Dakon, with matter of the greatest interest to the ladies.

HON. F. E. COYNE MAKES A RECORD

Officials of the treasury department at Washington have adopted for general use the system of overdue tax investigation put into operation by Collector Coyne in the Chicago internat and that when a viaduct was to be revenue district last summer. Collector Coyne inaugurated a system of canvassing and investigation which resulted in the collection of \$12,000, as against \$7,100, the largest amount for the corresponding period of previous years.

Voters of the Sixteenth Ward, if you are in favor of law, order and good cost, and the public was to that extent and not to pile the snow on either side government, send John F. Smulski and benefited. Charles G. Johnson to the City Council. as they are men who can be depended May 7, 1883, Colvin voted for an ordin-

Chicago, March 19.-Editor of th Tribune: In an article published on Thursday, March 17, the Tribune makes an attack on me (J. H. Colvin), saying Colvin's "first opportunity to range himself on the side of franchise grabbing corporations came in the session of June 5, 1882, when he voted for an ordinance to turn over a part of the Lake Front Park to the Baltimore and Ohio Railroad. The ordinance was beaten.' The statement is untrue. A resolution was introduced by Alderman Wickersham (page 28, Council Proceedings, 1882 and 1883) and referred to the Committee on Wharves and Public Grounds It was on July 27 reported back from the committee with the recommenda The city should be compensated for tion that it be passed. It was passed, but Mr. Colvin did not vote for the same (p. 83), and is recorded absent at

such meeting (p. 77). Further, the Tribune says: "On Jun 12, 1882, Alderman Colvin Introduced an ordinance instructing the Mayor and Commissioner of Public Works to take possession of the Exposition Building on the lake front for the use of the city It was then thought likely that the exposition people saw the point. Colvin never passed it."

It is true that Colvin introduced this ordinance and many others, and at the argent request of the then Controller of the city, T. T. Gurney. He stated to me the facts in the case. He said that to erect a temporary building and structure on the lake front for one year, and the company had now occupied it about nine years, and so long that it though it owned the land as well as the building, and that the city had lost its interest in the property. Mr. Gurney desired me to continue the fight, which I did continuously from June 12, 1882, until March 19, 1883, when the Committee on Public Buildings reported an ordinance on that day, in which the exposition company recognized the city as landlord and itself as tenant. The committee recommended its passage. A compromise having been effected be tween the Controller and the exposition company, a lease was made at a nom inal rental of \$500 per annum. This result was agreeable to the pub

lic demand, and, having accomplished this, the matter came to its desired end. The company was to vacate on short notice, and did when ordered by the city. The facts stated herein can be verified by Frank Barrett, present As-4, 1883 (p. 446), the report and ordinance were placed on file-vote, 23 to 8 Alderman Colvin voting yea.

interests first and demanding from The Tribune then says: "The first an street car companies equitable and fair pearance as champion of street rail-way corporations made by the man break into the City Council again was on July 10, 1882. He then voted and spoke against a general ordinance requiring street cars to stop for passen gers in the middle of long blocks as well as at crossings." What are the facts? On page 3, Council Proceedings. July 10, 1882, will be found the follow ng ordinance:

That section 1520 of the municipal code of Chicago be amended to read as follows: Street cars shall stop to take on and let off passengers, provided that in blocks more than 600 feet in length street cars may stop each 600 feet. Each team of horses hitched to a street car shall have a bell attached to them. Ordinance passed; vote, 25 yeas, 4 nays; those voting against being Purcell, Lawler, Meyer (Fifteenth), and Geohegan. Alderman Colvin voted for instead of against the ordinance.

Further on the Tribune says: "Or April 30, 1883, Colvin voted for an or dinance granting the Pennsylvania Railroad Company the right to lay tracks across West Water and Canal streets without any pay for the use of the streets."

What are the facts? The ordinance will be found on page 441. Council pro cedings 1882 and 1883, and reads as folows:

Section 1. That permission and au thority is hereby granted to the Penn sylvania Company, operating the Pitts burg, Fort Wayne and Chicago Railway, to lay down and operate a single track, extending from the center of West Water street to and across the west line of North Canal street, at such point within a distance of the south line of Fulton street as said company selects. Provided, that if there is a viaduct ordered built over said track by the City Council this company shall pay its proportion of the expense building said viaduct and the approach es thereto, or at its option to remov

said track and switch forthwith. Sec. 2. Said track shall not be elevat ed above the surface of the street, and shall be so laid that carriages and oth er vehicles can easily and safely pass over the same at any time and at all points and in any and all directions. Sec. 3. This ordinance is granted upo

the express condition that said company shall enter into bonds with th said city of Chicago in the penal sum of \$25,000, with good and sufficien sureties, to save and keep harmle from any and all claims for damage for or on account of the laying and operation of said track.

This ordinance was passed by the fo owing vote-yeas 28, nays 6:

Yeas-Dixon. Wickersham, Apple ion. Phelps, Wetherell, Foss, Altpeter Lawler, Cullerton, Riordan, Hildreth, Purcell, Peevy, Gaynor, Nelsen, White Hirsch, Ryan, Meyer (15th), Quinn Meler (16th), Colvin, Geohegan-28. Nays - Sanders, Sheridan, Burk

Everett, Barrett, Sweeney-6. This ordinance was approved Mayor Harrison. Reading of the ordin ance shows that the city was protected by a bond for \$25,000 for the life of the ordinance from all claims for damages built the company should bear its share of the expense of the same or remove its track. The Tribune intimates that compensation for crossing streets was demanded, and also tries to make it ap-

Proceeding, the Tribune says: "On

JOHN H. COLVIN'S RECORD 18 Company was given a franchise to and not on June 7, 1884, as stated by string wires along and over all streets the Tribune. Such ordinance and peand alleys of the city. No remuneration

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was exacted." Now, this ordinance was passed reas, 20; nays, 11. No member of the Council suggested or made a motion to exact remuneration for this franchise, except as provided for in section 4 of said ordinance, which provided: The city shall be permitted to place on or transfer to said poles the telegraph for \$1, and that for a distance of one or telephone wires of the city whenever the Mayor and Superintendent of City Telegraph may desire, but without cost or charge to the city for such use of the street, and Alderman Giles' amendsaid poles, provided such city wires are also in cables used and constructed.

The Mayor vetoed this ordinance and his veto was sustained by the following vote: Yeas, 33; nays, 2. Ald. Colvin voted to sustain the Mayor's veto. (Council proceedings, 1882 and 883, pp. 454 and 455.)

Then the Tribune says: "On entering his second year of service as Alderman Colvin was appointed chairman of the Committee on Streets and Alleys North, and two months later, on July 30, he showed his appreciation of his duties by actively supporting the blank et ordinances extending the franchises of all street rallway companies of the city for twenty years. As a sop to the public the ordinance prescribed the annual license fee of \$50 a car per an-

It is true this ordinance was passed permission had been granted in 1873 July 30, 1883. Nays were Follansbee, Poss, Wetherell, Purcell, Walsh and Marder. This ordinance can be found in pp. 110 and 111, Council proceedings. 1883 and 1884. Mayor Harrison returned this ordinance to the Council on Aug. 6, 1883, as can be found on pp. 113 to 117, and in returning it did not suggest any additional compensation or remu neration, and the ordinance, with a few minor amendments as to wording of certain sections, passed—yeas, 34; nays, none. It is evident that the Mayor and the entire Council were unanimous as to the compensation, and I am willing to submit the above facts to the public and have no fear as to their verdict.

Again, the Tribune says: "Colvin wound up the year on Dec. 10 by voting for an ordinance giving the Chicago and Evanston Rallway Company the right to lay more tracks in Hawthorne avenue. Fourteen days later he aided in passing the measure over Mayor Harison's veto."

It is true that this ordinance was passed on Dec. 10, 1883, by a vote of 26 yeas to 8 nays, not an Alderman of sistant Controller. On my motion, May the Council offering an amendment for compensation. The yeas were: Dixon, Sanders, Appleton, Shorey, Fol

lansbee, Foss, Burke, Sheridan, Cullerton, Doerner, Hildreth, Riordan, Lawler, Purcell, Gaynor, White, Walsh, Simons, Lyke, Ryan, Shack, Quinn, Eis-(meaning Colvin) who is now trying to feldt, Colvin, Severin, Geologan-26. Nays: Wickersham, Wetherell, Bond Hull, Dalton, Sweeney, Sullivan, Man-

> This ordinance can be found on page 268 and 260, Council proceedings, 1883 and 1884. Mayor Harrison vetoed this ordinance and suggested several amendments. The company had accepted the ordinance before the Council meeting of Dec. 24, 1883 (page 305). and there was question of liability of the city and of the company under such ordinance. The Council concurred in the acceptance of the ordinance by the Board of Directors of the Evanstor Railway Company. The whole proceed ings, the amendments offered by the Mayor, and the acceptance of the ordinance by the company can be found in pages 303 to 308, Council Proceed-

> The Tribune says: 'On April 21, 1884, Colvin helped give the Adams street bridge and right of way in Adams, Desplaines, Harrison and 12th streets Western avenue and other West Side streets to the Chicago Horse and Dummy Railroad Company, now a part of the Yerkes system."

> The Chicago Horse and Dummy Rail way Company ordinance was passed but not given away. The remuneration was the same as in all street railroad ordinances at that time-\$50 a car per annum. Neither the people nor the press at that time demanded any other compensatory clause; although section 13 of this ordinance provided that per mission is granted upon the express condition that the said company shall pay to the said city of Chicago the cost and expense of widening the viaduct in Adams street over the railroad tracks, between Canal street and the Adams street bridge, upon plans and specifica tions of the Commissioner of Public Works; or shall pay to said city in case it shall not be found practicable by the Commissioner of Public Works to widen said viaduct the cost and expense of constructing and erecting in lieu thereof a new double roadway via duct, with the necessary approaches thereto, between said points, to take the place of said present viaduct, the plans and specifications therefor, in case it shall be found impracticable to widen the present viaduct, to be pre pared by the Department of Public Works. The money required to be paid as aforesaid shall be paid by said company as fast as needed by the city in paying for such widening or con struction.

No other remuneration or compensation tion was offered or suggested by any member of the Council, by the Mayor or the public press. The Mayor approved the ordinance. The company Street Ruilroad Company, and sold to that company before Mr. Yerkes had anything to do with it. The ordinance may be found on pages 564 to 566, Coun-

cil Proceedings, 1883 and 1884. Continuing, the Tribune says: "On June 7, 1884, the North Chicago Street power from horse to cable. Colvin enthusiastically opposed all efforts to secure concessions. These were some of the proposed amendments he fought \$125 a foot." and defeated: An amendment requiring the company to sell twenty-five-ride tickets for \$1; an amendment providing pear a crime to vote a franchise to a for rides for a single fare from Lincoln railroad; and yet this same company. | Park to 12th street and to Ashland avewhen a viaduct was built on Canal nue; an amendment requiring the comstreet, was compelled to pay part of the pany to keep its tracks clear of snow, of the tracks so as to obstruct travel."

Charles T. Yerkes was introduced by

tition were ordered deferred and published. (Pages 111 and 112, Council proceedings, 1886 and 1887.) It was thereafter called up by Alderman Ma-nierre on June 7, 1880, and passed, as shown by Council proceedings, 1880-1887, pages 127 to 131. The amendments offered by Alderman Kerr that twenty-five rides should be furnished mile or less the fare should be three cents, and the amendment of Alderman Dixon to remove the snow and ice along ment for a five-cent fare from Lincoln Park to Twelfth street or from Lincoln Park to Ashland avenue over the lines of the Chicago City Railway Company and the West Division Railway Company, both of which at that time were under different management, were opposed by Alderman Colvin because they were offered simply as obstructions to the passage of the ordinance, and because the change of power from horse to cable, involving as it did the outlay of millions of dollars, would not admit of reductions of fare and would not be accepted if so reduced. The attempt to fix one fare from Lincoln Park to Twelfth street or to Ashland avenue, being over lines the North Chicago Company did not and could not control, was simply foolish and an attempt to blockade the passage of the ordinance and its acceptance by the company, by a vote of 20 yeas to 6 nays, with the The amendment offered by Alderman usual compensation clause inserted, on; Dixon as to the removal of snow was forty days later, on July 19, 1886, embodled in the ordinance then granted and covered the removal of the snow over the entire system of the North Chicago Street Rallway Company.

Continuing, the Tribune says: "On July 19, 1886, John H. Colvin voted away the La Salle street tunnel to the same railway company, and threw in the south loop franchise, worth \$1,000, 000 more. He permitted the company to be required to build bridges at Clark and Wells streets, but refused to allow the minority to saddle the road with an expense of \$1,000 a year to maintain the

The Tribune is correct in the state

ment that the North Chicago Street Railroad Company was required to build two four-track iron bridges, similar to those then erected, at Lake and Rush streets, at a cost of about \$400,-000. As compensation, pending the building of the bridges it was provided in section 5 of the ordinance the company was to pay \$25,000 annually, pay-able semi-annually, January and July. It was also provided that when Clark street bridge was built they were to pay \$10,000 annually, and when both bridges were completed the payment. were to cease. It was also provided in section 9 of the ordinance that the company was to remove the snow tent fell upon its tracks and the same was to be removed by the company within eighteen hours after cessation of such nowfall; the tunnel should also be kept free of snow. In section 6 it is provided that the company shall pave the entire roadway with stone from end to end; said company shall provide proper engines, bollers, and machiner, with which to light and ventilate said tunnel and footway and keep both free from water; the said company to keep the walls of the carriageway and footway painted, and maintain the tunnel in good repair during the time of the ordinance. It is true that I voved against the amendment offered by Alderman Dixon that the company should pay in addition \$1,000 per annum for to the school children. expenses of operating and maintaining said bridge or bridges. I believed that and had received a fair compensation for the use of the tunnel, and I did not think it fair treatment to load it down and evidently the large majority of the Council were of the same opinion, thirty of the thirty-six members voting yea, as follows:

Yeas - Whelan, Appleton, Mueller Drew, Gile, Clarke, Sheridan (5th), Hilock, Doerner, Cullerton, Weber, Hildreth, Sheridan (8th), Yore, Mahoney, Wheeler, Revere, Deal, Simons, Hull, Landon, Ryan, Eisfeldt, Ernst, Colvin. Linn, Carney, Manierre, Tiedemann-

Nays-Dixon, Wetherell, Kerr, Camp

bell, Schack, Severin-6. The Mayor approved the ordinance undoubtedly believing with the thirty members, among whom were a large number of the most conservative members, that the city had made a good bargain; and I desire to say without fear of contradiction that the city of Chicago received a larger compensation and remuneration for this ordimance than has ever been obtained since by any reformers or reform Coun-

Again, the Tribune says: "When a re form grand jury some time later be gan to take curious interest in the methods by which ordinances were passed, Colvin found it convenient to sacrifice the last year of his term and hopes of re-election for a hurrled trip to Europe."

The statement is untrue. For months before my departure it was publicly and openly known to the Council, the Mayor, and to all my friends that I contemplated such a trip. Surely my absence would not have prevented an indictment if any was contemplated. No statute of limitations could run while I had departed from the State, and as it was ten days before I sailed, ample opportunity would have been offered to compel my return. The fact that a rewas in opposition to the West Side form grand jury returned no charges against me is sufficient to disprove the statement.

Proceeding, the Tribune says: vin began to buy real estate and build houses. He built a home at 23 Bee thoven place, where he lived. bought properties, among others a lo Railway Company asked the Council in Prairie avenue, for which he has refor the privilege of changing its motive cently got the Board of Education to offer him \$208 a foot, when, as afterwards was shown, property around it of equal value had just been sold for

What are the facts? The Board of Education advertised for bids for a school site, with a frontage of 200 feet in the vicinity of Prairie avenue and 45th street. I owned 167 feet at Prairie avenue and 45th street, and as my prop erty was for sale I submitted the same together with a lot of 30 feet frontage which I contracted to buy at \$200 s The ordinance and petition signed by foot. This same inside piece of property had been sold by me at \$100 a foot on to guard the taxpayers' interests. | ance by which the District Telegraph Alderman Manierre on May 31, 1886, | cash, and I contracted to buy the same



HON. M. A. LA BUY.

Poles of Chicago will celebrate on the the event are under the direction of the

Justice M. A. LaBuy, a Polish descendant, has been chosen chairman of Among those who will assist him are: Francis Jabionski, president of the lo-

In commemoration of the 100th anni- | cal branch of the alliance; J. Sadowski, versary of the birth of Poland's "poet of liberty"—Adam Mickiewicz—the kart, editor of the Polish News. More than 1,000 members of the various night of May 21. Arrangements for church choirs and singing societies Polish National Alliance and the Po- sic, which will be under the direction hish Roman Catholic Union, together of Andrew J. Kwasigroch, organist at representing a majority of the 169,000 St. Stanislaus' Church. It is the inthe Committee on Arrangements, although President Heliuski of the Naspeaker decided upon.

of Mr. Otto Langbein, who was assoclated with ex-Ald. William E. Kent, at \$200 a foot in order to submit the required frontage. The bid was submitted and referred to the committee in charge of the district affected, which was composed of Messrs. Brennan and Rosenthal and Mrs. Hull. This committee after an investigation reported in favor of the purchase of my property at the price named. This subcommittee so reported to the Committee on Buildings and Public Grounds, and the latter committee unanimously concurred in the report and recommended the purchase of my site to the City Council. The only other two pieces of property which were at all considered by the committee were the one at 44th street and Prairie avenue, which was submitted at \$208 a foot, with the necessity of purchasing a church building standing thereon at about \$25,000 extra, and the other piece at Indiana avenue and 45th street at \$240 a foot, which property was not as desirable because it fronted upon an electric car line, which would be a constant menace

If there was another suitable site in this vicinity at \$125 a foot it is a reflecof the Committee on Buildings and Grounds of the Board of Education to assert that my property was preferred. There is no other suitable site in the locality named, and there was no property then, nor is there now, which is desirable and which could be purchased at as low a price as that offered by me. No site has been yet obtained in that vicinity, and if there is or was available property at \$125 a foot, why has the same not been offered or purchased, when, as all know, there is necessity

of school conveniences in this district? The above, I believe, covers all the statements made in the Tribune. Ten ordinances are set forth, and nine of these, as I have shown, received the approval of Carter H. Harrison, then Mayor of Chicago. In the other there was serious question of the liability of the city. Two-thirds of the Council voted as I did upon all of these ordinances, and compensatory clauses were inserted in the same. The building of bridges and viaducts, the removal of snow, and the annual license fees exacted were in all instances beneficial to by the public or the press at that time were those inserted in the ordinances. My record is open to inspection on the as to my public career.

JOHN H. COLVIN.

DEATH OF JUDGE GOGGIN.

Judge James Goggin, the able and fearless judge and champion of the people's rights, died on Wednesday, at his North Side home. His career was full of honor and his honesty and integrity was unquestioned. All of the courts were closed on Friday, when he was laid to rest in Calvary cemetery

Stephenson County Republicans convention at Freeport March 22, instructed the State delegates for F. K. Whittemore for State Treasurer and Alfred Bayless for Superintendent of Public Instruction, those to the Congressional convention for Robert R. Hitt, and the Senatorial delegates for David C. Busell of Carroll County, and James R. Berryman of Jo Daviess. The delegates to the State convention are: Smith D. Atkins, E. B. Clingman, Homer F. Aspinwall, O. E. Heard, Samuel Markle, A. C. Brundage, W. Addams, W. K. McKilligan, Charles Musser, W. H. Flachtemeler, J. T. Brandt, W. W. Etzeler, James Chilton.

One of the most popular books tha have come to our table in many a day is "The Gems of Song," a compliation of old and beautiful songs, issued by the Hubbard Publishing Company, 1023 Filbert street, Philadelphia. It will find a warm reception in every

have volunteered to provide the mutention to have the celebration in Central Music Hall, and Archbishop Ireland may deliver the principal oration, tional Alliance, of Duluth, is the only Simon W. Straus, the young banker

who is at the head of the Republican South Town ticket, received a flattering welcome when he rose to address a meeting in Bethel African Methodist-Episcopal Church. While the nudience was composed chiefly of colored voters there was a fair sprinkling of white men and women. The pastor of the church, the Rev. R. C. Ransom, presided and delivered a spirited address in favor of the Republican ticket. Mr. Straus said in part:

"I am not a politician or a public speaker; only a plain business man. If elected I will work in the interest of all the taxpayers. I will see that justice is done to all. An honest and an equal tax shall be levied on the rich and the poor. The owners of large buildings and the large store-keepers in the socalled downtown district should stand their just proportion of taxation. I believe the small householder should not be taxed as heavily as he is now, and the small storekeepers in the outlying districts should also be relieved. If I get into the Assessor's office every decent man shall have a hearing and shall be fairly treated."

John F. Neagle, the Democratic candidate for Alderman of the Twelfth Ward, is a business man of good reputation. He is highly recommended, and has been indorsed by the Municipal Voters' League. He should be elected, as between him and the impossible Aleck Darrow, the Republican candidate, there should be no comparison as to who is the best man. By virtue of the great Republican majority in the Twelfth Ward, and for no other reason than the fact that he has secured a party indorsement, could Darrow be expected to win. But if the good people of the Twelfth Ward will turn out. buckle on their armor, and do their duty by voting for Neagle, and urging their friends to do likewise, they can yet defeat Darrow, who is by no means an invincible candidate, John F. Neaglestands for law, order and good govern-

The rumored prospect of the resignation of James W. Ellsworth from the South Park Board has brought forth two candidates-Charles Counselman the people. The only demands made of Counselman & Day and Elliott Durand, Vice President of the Heath & Milligan Company. The support of both men comes from the Hyde Park part of any citizen, or editor. I stand and Kenwood clubs. Mr. Durand was ready to answer upon the platform in a candidate last year when Mr. Ellsthe Twenty-second Ward any question worth's term expired, but when he learned that Mr. Elisworth was a candidate he withdrew. Mr. Counselman's friends already have in circulation a petition asking for his appointment. Mr. Durand does not wish to make an active campaign for the place. He says if he is chosen he will give the board hisbest efforts.

> The increasing demand for reliable detective agencies will to a large extent be met by the recent incorporation of the Metropolitan Detective Agency, Rooms 308, 300, 310 United States Express Building, 87-80 Washington street, with Alex. S. Ross, ex-Assistant Chief of Police, and J. E. Fitzpatrick, ex-Chief Inspector, as principals.

> Both Messrs. Ross and Fitzpatrick have had many years' practical experience in the detection and deduction of crime in all its various phases, and the alm of the Metropolitan Detective Agency will be to furnish expert, capable and trustworthy operatives for every branch of the service.

The new agency has already received many assurances of patronage from the railroad and large mercantile corporations, and the high personal standing of its principals guarantees an enviable success to the new establishment.

Price has been reduced on the original, old-fashioned Dobbins' Electric Sonp, so that it can now be bought at 8 cents a bar, two bars for 15 cents. Remember, Dobbins' Soap is sold only in bars. NEVER in chips.